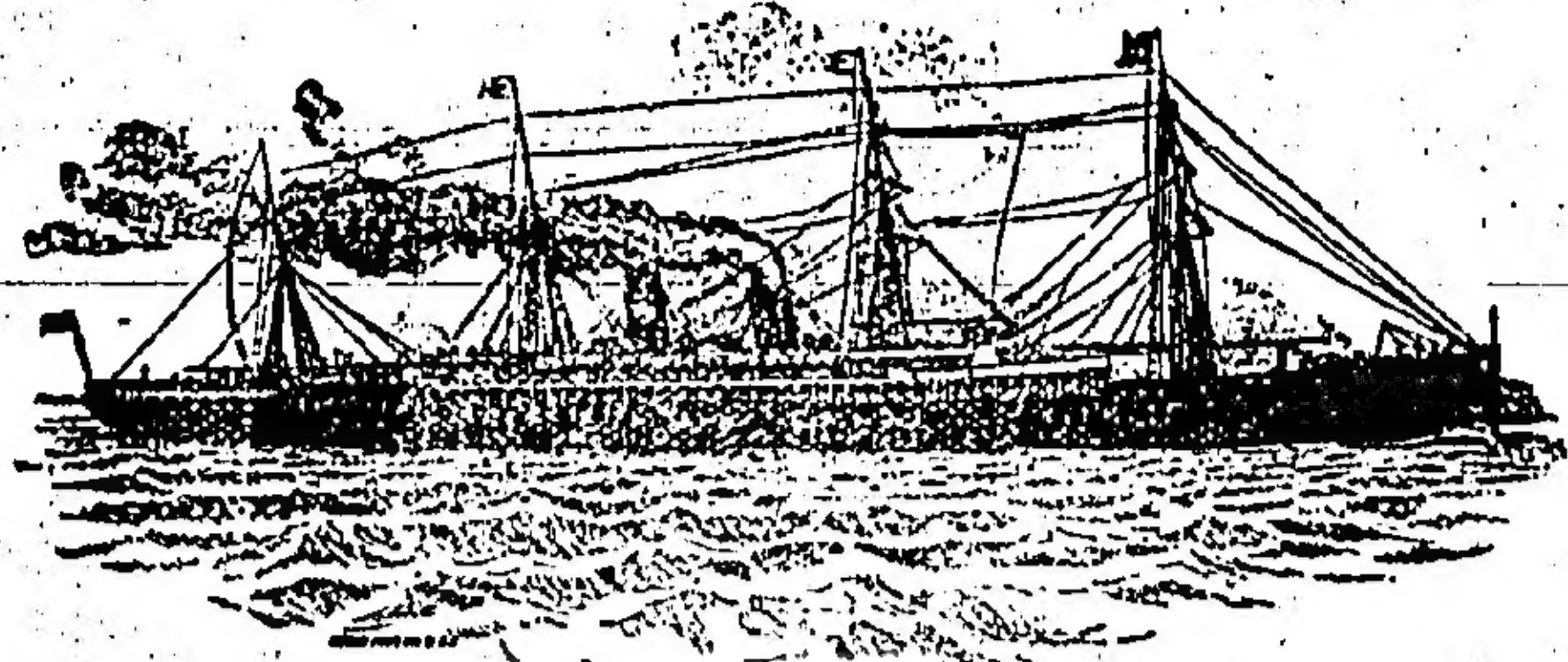






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG

Ship	Tons	Day	Time
"GAELIC"	4,205	TUESDAY, 20th October	at Noon
"HONGKONG MARU"	6,337	WEDNESDAY, 28th October	at Noon
"OHINA"	5,060	FRIDAY, 6th November	at Noon
"DORIC"	4,784	SATURDAY, 14th November	at Noon
"NIPPON MARU"	6,307	TUESDAY, 24th November	at Noon
"SIBERIA"	1,284	WEDNESDAY, 2nd December	at Noon
"GOPTIC"	4,352	WEDNESDAY, 9th December	at Noon
"AMERICA MARU"	6,307	FRIDAY, 18th December	at Noon
"KOREA"	1,276	SATURDAY, 26th December	at Noon

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 13th October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S.	Tons	Day	Time
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st October	
"ATHENIAN"	3,882	WEDNESDAY, 4th November	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th November	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904	
"ATHENIAN"	3,882	WEDNESDAY, 27th January	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 10th February	
"TARTAR"	4,425	WEDNESDAY, 24th February	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 9th March	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th March	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th April	
"ATHENIAN"	3,882	WEDNESDAY, 27th April	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May	

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS. ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Follett's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE and HAMBURG.	20th October.
Schiller	(Calling at SINGAPORE and COLOMBO)	Freight.
SAXONIA	HAVRE and HAMBURG.	3rd Nov.
Brehmer	(Calling at SINGAPORE and PENANG)	Freight.
MARBURG	HAVRE and HAMBURG.	17th Nov.
Stern	(Calling at SINGAPORE and COLOMBO)	Freight.
SUEVIA	HAVRE and HAMBURG.	1st Dec.
Dorck	(Calling at SINGAPORE and PENANG)	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 25th September, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S.	Tons	Captain
"HONAN"	2,363	Captain H. D. Jones.
"PO YAN"	2,338	G. F. Morrison, R.N.R.
"FATSIAN"	2,338	A. W. Dixon.
"H. KOW"	2,373	C. V. L. L.
"KINSHAN"	2,362	J. J. Lewis.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S.	Tons	Captain
"HEUNGSHAN"	1,998	Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S.	Tons	Captain
"LUNGSHAN"	2,191	Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S.	Tons	Captain
"NANNING"	569	Captain R. D. Thomas.
"SINAM"	388	B. Branch.
"TAK HING"	618	T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th September, 1903.

## JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	October 15	SHANGHAI, KOBE & YOKOHAMA.	October 18
TJILATJAP	Do.	November 9	Do.	November 12
TJIMAH	Do.	December 2	Do.	December 5

The steamers are all fitted throughout with Electric Light and have superior accommodation for a limited number of saloon passengers.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
HOTZ, S'JACOB & CO.

Telephone No. 201,  
Hongkong, 7th October, 1903.

[163e]

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

## THE MUTUAL STORES,

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Vaux Road Central, Hongkong,  
and  
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.  
PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of  
HEINZ FAMOUS PICKLES & PRESERVES.  
FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

[553e]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAR, the Peak, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900.

[17]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 12th, 1903.

[573e]

GO TO THE  
KOWLOON HOTEL,  
FRANK F. JEWELL, KOWLOON, J. W. OSBORNE,  
Manager, Proprietor.THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofly Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339e]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY  
GENERAL MEETING OF SHARE-  
HOLDERS will be held at the Offices of  
the Undersigned at 12 o'clock (NOON), on  
THURSDAY, the 22nd October.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 8th to the 22nd  
October, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office,  
Limited.

Hongkong, 26th September, 1903.

[1173e]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
OF HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Central,  
Victoria, Hongkong, on SATURDAY, the  
1st day of October, 1903, at NOON, when the  
SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company  
be increased from \$1,000,000 (divided  
into 100,000 shares of \$10 each) to  
\$1,500,000 (divided into 150,000 shares  
of \$10 each) by the creation of 50,000  
new shares of \$10 each to be offered and  
if accepted to be allotted to the present  
shareholders of the Company at par in the  
ratio and proportion of one new  
share for every two old shares in the  
Company held by the respective share-  
holders thereof, the amount payable on  
each of such new shares respectively to  
be paid at such time or times and in such  
manner as the Company, by its General  
Managers may hereafter determine."

2. "That Article No. 82 of the Articles  
of Association of the Company be can-  
celled and the following Article sub-  
stituted therefor:—

"The remuneration of the General  
Managers shall be \$4,000 per annum  
(which shall cover office rent, but  
not salaries of Secretary and other  
employees) and a commission of 5  
per cent. of the net profits of the  
Company for each year that such  
profits amount to 7 per cent. of the  
Capital of the Company."

Should the above Resolutions be duly passed  
they will be submitted for confirmation as  
SPECIAL RESOLUTIONS to a SECOND  
EXTRAORDINARY GENERAL MEET-  
ING which will be subsequently convened.  
Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,  
General Managers.

[931e]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$32 per Share for the  
year 1902, equivalent to 32% on the Paid-  
up Capital of \$100 per Share, has been declared.  
WARRANTS will be issued on the 9th  
October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 8th October, 1903.

[1227e]

## WANTED.

A CHINESE SALESMAN or BROKER  
for an Article well known among the  
Chinese.

Good Salary and Commission will be paid  
to a Capable and Energetic Man.

State full Particulars, which will be kept  
confidential, to

"BROKER,"  
C/o The H.K. Telegraph Office.

Hongkong, 10th October, 1903.

[1236e]

## WANTED AT ONCE.

AN EXPERT TYPEWRITER.—Good  
Salary to an Efficient Worker.

Apply to—  
JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central, Hongkong.

Hongkong, 12th October, 1903.

[1240e]



## TREATY OF COMMERCE AND NAVIGATION

BETWEEN THE UNITED STATES OF AMERICA AND HIS MAJESTY THE EMPEROR OF CHINA.

Signed at Shanghai, China, on the Eighth day of October, A.D. 1903.

(Transmitted from the Chinese text for the "Shanghai Mercury".)

The United States of America and His Majesty the Emperor of China, being animated by an earnest desire to extend further the commercial relations between them and otherwise to promote the interests of the peoples of the two countries, in view of the provisions of the first paragraph of Article XI of the final Protocol signed at Peking on the 7th day of September, A.D. 1901, whereby the Chinese Government agreed to negotiate the amendments deemed necessary for the foreign Governments to the treaties of commerce and navigation and other subjects concerning commercial relations, with the object of facilitating them, have for that purpose named as their Plenipotentiaries:

The United States of America—  
Edwin H. Conger, Envoy Extraordinary and Minister Plenipotentiary of the United States of America to China—  
John Goodnow, Consul-General of the United States of America at Shanghai—  
John F. Seaman, a Citizen of the United States of America residing at Shanghai—  
And His Majesty the Emperor of China—  
Lü Hai-huan, President of the Board of Public Works—  
Sheng Hsuan-huai, Junior Guardian of the Heir Apparent. Formerly Senior Vice-President of the Board of Public Works—  
Wu Ting-fang, Senior Vice-President of the Board of Commerce—

who, having met and duly exchanged their full powers which were found to be in proper form, have agreed upon the following amendments to existing treaties of commerce and navigation previously concluded between the two countries, and upon the subjects hereinafter expressed connected with commercial relations, with the object of facilitating them.

ARTICLE I.  
In accordance with international custom, and as the diplomatic representative of China has the right to reside in the capital of the United States, and to enjoy there the same prerogatives, privileges and immunities as are enjoyed by the similar representative of the most favoured nation, the diplomatic representative of the United States shall have the right to reside at the capital of His Majesty the Emperor of China. He shall be given audience of His Majesty the Emperor, whenever necessary to present his letters of credence or any communication from the President of the United States. At all such times he shall be received in a place and in a manner befitting his high position, and on all such occasions the ceremonial observed toward him shall be that observed toward the representatives of nations on a footing of equality, with no loss of prestige on either side.

The diplomatic representatives of the United States shall enjoy all the prerogatives, privileges and immunities accorded by international usage to such representatives, and shall in all respects be entitled to the treatment extended to similar representatives of the most favoured nation.

The English text of all notes or dispatches from United States officials to Chinese officials, and the Chinese text of all from Chinese officials to United States officials shall be authoritative.

ARTICLE II.  
As China may appoint consular officers to reside in the United States and to enjoy there the same attributes, privileges and immunities as are enjoyed by consular officers of other nations, the United States may appoint, as its interests may require, consular officers to reside at the places in the Empire of China that are now or that may hereafter be opened to foreign residence and trade. They shall hold direct official intercourse and correspondence with the local officers of the Chinese Government within their consular districts, either personally or in writing as the case may require, on terms of equality and reciprocal respect. These officers shall be treated with proper respect by all Chinese authorities, and they shall enjoy all the attributes, privileges and immunities, and exercise all the jurisdiction over their nationals which are or may hereafter be extended to similar officers of the nation the most favoured in these respects. If the officers of either government are disrespectfully treated or aggrieved in any way by the authorities of the other, they shall have the right to make representation of the same to the superior officers of their own government who shall see that full inquiry and strict justice be had in the premises. And the said consular officers of either nation shall carefully avoid all acts of offence to the officers and people of the other nation.

On the arrival of a consul properly accredited at any place in China opened to foreign trade it shall be the duty of the Minister of the United States to inform the Board of Foreign Affairs, which shall, in accordance with the international usage, forthwith cause the due recognition of the said consul and grant him authority to act.

## Notice of Firm.

THE PUBLIC are hereby notified that the undersigned are the SOLE AGENTS for the above mentioned firm in this Colony.

MIDZUSHIMA & CO.  
Hongkong, 8th October, 1903. [1228]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 10th May, 1903. [1229]

## Entertainment.

## LADIES' BENEVOLENT SOCIETY.

A PROMENADE CONCERT in aid of the Fund of the Ladies' Benevolent Society will be held on THE VOLUNTEER PARADE GROUND, (Kindly lent for the Occasion), on SATURDAY, 17th October, 1903, at 9 P.M.

ADMISSION: \$2. (Numbered and Reserved) \$1. Sailors, Soldiers and Volunteers in Uniform 50 cents.

TICKETS can be obtained from Messrs. KELLY & WALSH and the Committee of the BENEVOLENT SOCIETY.

If the Weather is Unfavourable the Concert will be held at the CITY HALL, Hongkong, 9th October, 1903. [1231c]

## Intimations.

## MADAM FLINT &amp; CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 1st October, 1903. [1202c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY RAIN, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1903. [1203c]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1200c]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 15, Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.

Hongkong, 22nd September, 1903. [1211c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1209c]

THE NEW FRENCH REMEDY

TRADE MARK THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Kien, Rostan, Robert, Volp and others, cures all the diseases to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably powerful remedy for removing the cause of the disease, and for restoring the system to its normal state. It is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 2 is a remarkably powerful remedy for removing the cause of the disease, and for restoring the system to its normal state. It is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 3 is a remarkably powerful remedy for removing the cause of the disease, and for restoring the system to its normal state. It is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 4 is a remarkably powerful remedy for removing the cause of the disease, and for restoring the system to its normal state. It is a medicine of the kind, and surpasses everything hitherto employed.

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## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

**FLOWER AND VEGETABLE**  
SEEDS.

FOR THE SEASON 1903-1904.

ORDERS are now being executed from  
New Stocks only.

PRICED CATALOGUES, with Hints on  
Gardening, can be obtained free on Appli-  
cation.

These SEEDS are supplied to us by  
the BEST GROWERS IN THE WORLD.  
It is essential to use particular care when  
sowing and to exercise supervision over the  
Chinese Gardeners, whose "old custom"  
methods of dealing with the Seeds may  
sometimes lead to disappointing results.

## CLAY'S FERTILISER.

For use in the garden generally.

## RANSOME'S LAWN-MOWERS.

The Best and Cheapest Machines in the  
Market.

**A. S. WATSON & Co.,**  
LIMITED,  
SEEDSMEN, &c.

ESTABLISHED A.D. 1847.

TELEPHONE NO. 136.  
CABLE ADDRESS: "WATSON," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
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1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)

**FURNITURE**  
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DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [22d]

**CARMICHAEL AND**  
**CLARKE,**

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee House Road,  
and should be accompanied by the Writer's Name and  
Address.  
The Editor will not be responsible for any  
rejected MS., nor to return any Contribution.

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additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-  
five cents.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, OCT. 14, 1903.

## LOCAL AND GENERAL.

THE electric tablet system has been introduced  
on the Sea-Coast Railway in Ceylon.

ITALIAN labourers are arriving increasingly in  
Toungku to work on the Yunnan Railway.

VERY little idea of common cleanliness has yet  
been forced upon the inhabitants of Tuticorin.

A SCHEME has been formulated to hang up  
portraits of the King-Emperor in barracks and  
Army schools.

THE five Boer prisoners-of-war left in Ceylon  
have been let loose, but will not be allowed to  
leave the island until they take the oath of  
allegiance.

One more chance to buy a Kodak for \$5; a  
good Kodak. LeMunyon, 31, Des Vaux  
Road.—*Adv.*

FINE Ceylon rubber is reported to be fetching  
high prices in London, and according to a  
recent letter from Messrs. Lewis & Peat Elston  
fine pale biscuits have been realizing 4s. 8½d.  
per lb.

THE *Douche Coloniale* suggests that the  
Channel Islands should be exchanged with  
France in return for French rights held in  
Newfoundland and Pondicherry, a settlement  
in French India.

GENEROUS Chinese in Penang has subscribed  
\$6,000 towards the Anglo-Chinese School, and  
Mr. Khoo Hun Yiang, the largest subscriber  
of \$2,000, has given another \$2,000 to found a  
scholarship to be called after him.

AN exhibition of British North Borneo products  
was held at Sandakan on the 29th August.  
The show was a great success and about one  
hundred and twenty prizes were awarded. It  
is proposed to hold these shows every year.

CAPTAIN Davis, 22nd P.I., commands the  
Baluchistan Camel Corps going to Somaliland.  
A second-class field service post office is to be  
despatched to Somaliland from India, and also  
some veterinary establishments and medicines.

A SPECIAL cablegram to the *Englishman*, dated  
London, September 22nd, says:—It is reported  
at Edinburgh that Sir Archibald Hunter has  
been transferred to the command of the Army  
in India, Lord Kitchener returning to England.

A PRESS Association message from Liverpool  
states that the report is revived that the White  
Star line will soon cease to form part of the  
Shipping Trust, and be restored to the Ismay  
family, becoming again a purely British  
concern.

AN Exchange Telegraph Company's telegram  
states that the new turbine destroyer, *Velox*,  
has arrived at Portsmouth from the Tyne,  
having safely weathered the terrific gale for  
two days in the North Sea, where the *Cobra*,  
a similar vessel, sank in a gale.

Mail your films and Kodak orders to LeMun-  
yon, P. O. B. 368.—*Adv.*

A JAPANESE youth went into 87 Praya East  
the other morning to search for curios. At  
least that was the excuse given to the Magis-  
trate when asked what he was doing at the pre-  
mises. Mr. J. Mills had the man taken in  
charge, and Mr. Sercombe Smith fined the  
intruder \$10 or fourteen days.

THE home papers announce that it was not  
intended at present to proceed with the organi-  
sation of the Fifth and Sixth Army Corps.  
The *Daily Mail* states that General Hunter,  
who was nominated to command the Sixth  
Army Corps, will now succeed General Sir  
Robert Low as Commander-in-Chief of the  
Bombay Army.

At Singapore the other day three Chinamen,  
who had arrived from Hongkong in the *Hong*  
*Song*, lowered their boxes into a sampan and  
one of them was just on the point of scrambling  
in after his boxes, when the sampan  
cooler rowed off and left him dangling on the  
end of a rope over the ship's side. The matter  
was reported to the police and the sampan  
cooler was arrested by the Marine Police  
within three hours.

LORD Kitchener, during his tour along  
the Indian Frontier, paid particular attention to its  
vulnerable points. The Baroghil Pass, which  
affords easy access to India, is to be provided  
with new fortifications. This Pass is considered  
to be the only road by which a Russian Army  
could effectively invade India. The fact that  
it was visited by Russian officers a very short  
time ago suggests the probability that Russia  
fully appreciates its importance.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

A PLAGUE infected body has been found on a  
buoy in the central fairway.

STRAITS papers of the 8th inst. contain very  
lengthy reports of the speeches given at the  
banquet to Sir Frank Swettenham on the pre-  
vious evening.

THE Russian government has replied to a  
petition of the manufacturers that there will be  
no reduction of duty on imported cotton in the  
present year.

PLAYGOERS will be a with regret of the death  
of the famous Gaiety dancer, Miss Katie  
Seymour, which took place in a nursing home  
at Malvern on Sept. 7th.

CHARGED with stealing three watches, four  
pieces of clothing and an umbrella, of the total  
value of \$32, the property of a watchman living  
at 211, Queen's Road East, a Chinaman  
was sent to prison for four months.

A BATCH of twenty-two thorough bred Waters  
was taken up north to Shanghai to-day and  
will be sold there. These are the animals  
which arrived by the last Australian steamer,  
as also mentioned in our columns.

OWING to the steady fall in the price of tin,  
the Chinese tin miners in Perak, on the *Straits*  
*Echo* hears, propose to reduce the miners'  
wages. The coolies may strike in consequence  
but will have to give in should all the mine-  
owners combine.

THE local sanitary committee, which denies  
the existence of the plague at Marseilles, urges  
the Government to appeal to the Powers not to  
quarantine the port, as there is no need for  
alarm. The Marseilles dustmen have struck.  
They object to removing refuse.

ON Saturday next the Naval Yard meets a foot-  
ball team from H.M.S. *Tamar*, on the Naval  
ground at Happy Valley, at 4 p.m. The Naval  
Yard team will be: goal, Sidney; backs,  
Buffy, and Bailey; half backs, Pearce, Day  
and Tucker; forwards, McDonald, Combes,  
Gladwell, Griffin and Ruby.

THE *Straits Times* has issued a pictorial sup-  
plement in the form of an excellent portrait of  
Sir Frank Swettenham, the departing Governor  
of the Straits Settlements. It is printed on  
blue paper and measures 26 inches by 16 in-  
ches. His Excellency is represented in polo  
kit and looks active and "fit."

A SPECIAL cablegram to the *Pioneer* states:—  
The claim against Venezuela have been formally  
presented. France is the largest creditor,  
claiming sixteen million dollars. The United  
States' claim reach nearly eleven millions, those  
of Italy eight, of England two and a half, and  
of Germany under one and a half.

THE Colonial Engineer, Straits Settlements,  
in his report for 1902, calls attention to the  
fact that the combined traction engine and  
road rollers supplied for use in Singapore,  
Malacca and Province Wellesley are doing  
good service in economising cost of transport  
and in consolidation of road material.

INFORMATION has been received through the  
Consul General for Siam that from the 20th  
inst. a white light, revolving every 30 seconds,  
will be exhibited from a white tower erected  
on the summit of Spiteful Rock, lat. 9 deg. 25  
Long. 98 deg. 27 E. approx. The light is  
elevated 130 feet above the sea level and is  
visible from 13 to 14 miles in clear weather.

Fresh Kodak film, plenty of them, at LeMun-  
yon's, 31, Des Vaux Road.—*Adv.*

REPORTS received in Paris from Abyssinia  
state that the Emperor Menelik's condition is  
becoming worse, and that a fatal issue is feared.  
This has caused a good deal of commotion in  
Addis Abba. It is also announced that Ras  
Mangascia is beginning to concentrate his  
troops, that civil war is feared, and that the  
Governor of the Erythrean colony has had to  
abandon his projected visit to the ailing  
Emperor.

FROM all parts of France intense heat is  
reported. The number of sudden deaths in  
Paris in one day from cerebral congestion,  
brought on by heat, was quite a dozen; and the  
cases of sunstroke and prostration in the streets  
exceeded 100. The troops engaged in field  
manuvres have suffered very severely. At  
Evreux 50 men of the 28th Infantry had to be  
sent back to barracks, and similar accounts  
come from Angers.

By kind permission of Major Radcliff and  
Officers of the Band of the 3rd Burma Infantry  
will play the following programme at the  
Kowloon Hotel during dinner to-morrow  
evening (weather permitting):—

March—"Constellation".....Clark  
Overture—"Heinrich Von Meissen".....Williams  
Selection—"Dorey".....Celler  
Concert Solo—"I'll Sing thee Songs".....Frederic Clay  
Selection—"Reminiscences of".....Winterbottom  
Chopin  
Valse—"Reveries".....Berger  
Gavotte—"The First Kiss".....Schubert

THE new 16-inch breech-loading gun of the  
United States Army is a tremendous weapon,  
over 49 feet long, and five feet in diameter at  
the rear end. Other rifled guns of large calibre  
heretofore constructed are the Italian gun,  
calibre of 17.75-inch; the French gun, of 16.5-  
inch calibre; and the Armstrong gun, of 16.25-  
inch calibre, which is carried on the battleships  
*Roonow* and *Sans Pareil*. But none of these  
has the range of the new American gun, which  
throws its enormous shell a distance of twenty-  
one miles. Now, for the first time, it becomes  
possible to shoot across the English Channel,  
and we can conceive Dover and Calais bom-  
barding each other without requiring naval  
assistance.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

Do your own developing without a dark room  
by using an Eastman developing machine.  
LeMunyon.—*Adv.*

THERE is much indignation on the Pacific  
coast at the report that in October a commo-  
dore will succeed the admiral in command of  
the naval station at Esquimalt, and that the  
number of vessels there will be reduced. Mr.  
Earle, the member for Victoria in Parliament,  
has asked the Premier to intercede with Great  
Britain to prevent this.

FROM Berlin the death is announced, at the  
age of sixty-five years of Professor Falb, the  
well-known meteorologist, who was born in  
Styria in 1838, and was a Roman Catholic  
priest in his earlier days, later becoming a Pro-  
testant. In 1869 he studied science at Prague  
and Vienna, and some eight years later  
travelled extensively in North and South  
America. Professor Falb was the author of  
numerous scientific works.

THE demolition of Newgate has driven the  
pigeons which made a home in the crevices of  
the grim-looking structure to find shelter  
elsewhere. Some have merely crossed the  
roadway into the roofs and niches of com-  
mercial premises in the Old Bailey; others  
have made their way to St. Paul's and the  
Law Courts; and a few, it is understood, have  
migrated to the rafters of the Deptford Foreign  
Cattle Market, where there are about 3,000.

MR. Sercombe Smith fined a Chinaman \$50  
for having in his possession 75 lbs. of  
dynamite six boxes of detonators, and a coil of  
fuse, value \$5.18, which were reasonably  
suspected of having been stolen. He was  
further fined \$25 for neglecting to have marked  
on the outside of the goods that they were of a  
dangerous character. The defendant made  
the usual excuse about someone having given  
him the dynamite, etc., but he was unable to  
give the person's name.

STONGGA, the murderer of Mr. Warder, was  
slain by his pursuers on the 2nd September  
and was buried on the 4th. The murderer has  
made a statement bringing guilt home to several  
of his accomplices who have been arrested.  
The *B. N. B.* adds that it was through  
the untiring exertions and undying determina-  
tion of Mr. R. M. Little, Mr. A. R. C. Francis  
and Mr. Buchanan Smith the murder of Mr.  
Warder has been avenged. But it has been a  
hard feat, though no more willing or plucky  
men in the Service could have been selected  
for the task of avengement.

A MESSAGE from the Bulgarian frontier reports  
that a new Serbian military plot has been  
discovered at Kragujevac, and several  
officers have been arrested. King Peter's  
bedroom is being guarded by twelve Swiss  
Guards, and is connected by an electric belt  
with the military quarters. A launch is kept  
in readiness on the banks of the river to carry  
the King to Hungarian territory in case of  
emergency; and a ladder is attached to the  
King's window each night. These are only a  
few of the extraordinary precautions which are  
being taken for the King's safety.

Framing, fancy and artistically done by Le-  
Munyon, 31, Des Vaux Road.—*Adv.*

A HIGH Russian official who has arrived in  
London from St. Petersburg, says that his  
Government has resolved to open in England  
some half-dozen agencies for the Trans-Siberian  
Railway. These agencies will be run more or  
less on the lines of those maintained by the  
Canadian Pacific Railway, displaying views of  
the country through which the line passes,  
booking through passages to China, Japan, the  
United States, etc., and undertaking all work  
which might tend to promote the popularity  
and commercial success of the Trans-Siberian  
line as a route to the Far East and the Ameri-  
can Continent. The whole of the agencies  
will be under the direction of the Russian  
Financial Agent in London.

THE *Pinang Gazette*, in commenting upon the  
rise in the dollar and its results, says that  
those who have been all along in receipt of  
silver salaries are certainly a little better off as  
regards the purchase of European goods or the  
remittance of money to England, but beyond  
this rise has made little or no difference to  
them. One still has to hand out as many  
dollars every month for the bazaar account,  
and when one reflects that each represents a  
greater sterling value than was the case six  
months ago one is apt to grow sad and morose  
upon the vanity of wealth and money in general.  
Presumably prices will level up in time and a  
general adjustment will be made all round in  
consequence of the altered state of affairs, but  
it will take a long and weary time for this to be  
brought about.

THE importance of the visit is recognised  
from the fact that Vice-Admiral Fanshawe will  
meet at Singapore Vice-Admiral Sir C. A. E.  
Bridge, the Commander-in-Chief of the China  
Squadron, and discuss with him various matters  
relating to naval affairs. Vice-Admiral Bridge,  
it will be remembered, was on the Australian  
Station in the *Orlando*, and he has since been  
in command of the Eastern Squadron, his flag-  
ship being H.M.S. *Glory*, 12,950 tons. One of  
the officers of the *Royal Arthur*, speaking of  
the visit to Singapore, stated that Australia  
and China are looked upon as sister stations,  
and Vice-Admiral Fanshawe is no doubt of the  
opinion that better results can be obtained by  
meeting and discussing questions affecting both  
stations than by correspondence. The *Royal*  
*Arthur* will be absent about five weeks, so that  
only four or five days can be devoted to the  
conference. At the conclusion the flagship  
will return to Sydney. She will then, with the  
remainder of the squadron, proceed to Mc-  
Bottle, remaining there for the 'Cup' week.  
S. F. Press.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

THE mango, which is now being cultivated in  
Florida, is said to have originated in Southern  
Asia and the Malay Archipelago; it is now  
found wild in the forests of Ceylon and regions  
at the base of the Himalayas. It was intro-  
duced first on the American Continent in  
Brazil, and thence was taken to the Barbadoes  
in 1742. At the present time it is common  
throughout the tropics all round the world, but  
is finest in India. There are over five hundred  
varieties.—*Liverpool Post.*

LIEUT. (now Capt.) Wallace Duffield Wright,  
of the Queen's (Royal West Surrey Regiment)  
Northern Nigeria Regiment, has received the  
Victoria Cross for an act of bravery which is  
thus officially described: On 24 March, 1903,  
Lieut. Wright, with only one officer and 44  
men, took up a position in the path of the  
advancing enemy, and sustained the determined  
charges of 1,000 horse and 2,000 foot for two  
hours, and when the enemy, after heavy losses,  
fell back in good order, Lieut. Wright con-  
tinued to follow them up till they were in full  
retreat. The personal example of this officer,  
as well as his skillful leadership, contributed  
largely to the brilliant success of this affair.  
He in no way infringed his orders by his daring  
initiative, as though we need of the possibility  
of meeting large bodies of the enemy, he had  
purposely been left a free hand.

SPEAKING at the meeting of the British  
Association at Southampton on the 13th ultimo  
Lieut.-Col. Mansfield narrated some of the  
results of exploration in China in the Upper  
Yangtze. China, he said, now offered the most  
wonderful field to the trade of any nation which  
would enable her to develop the marvellous re-  
sources which from want of proper communi-  
cation she had so far been unable to take full  
advantage of. British trade was once alone in  
the field, but it was only by a study of the altered  
conditions that we should be enabled now to  
hold our own. Referring to the new line from  
Peking to the Yangtze Valley at Hankow, it  
was pointed out that its construction was com-  
ing from France and Belgium, and all the large  
buildings were sub-contracted to Italians. On  
this great line British enterprise and manu-  
facturers were not likely to have much of a  
chance.

MAJ. G. H. G. Mockler, 30th Burma Infantry,  
at present attached to the Intelligence branch  
at Simla, whose appointment to command the  
new Coolie Corps, now being raised for service  
in Somaliland, was announced in *The Times*  
of September 8, is one of the officers who came  
under prominent notice during the operations  
of the Allies in China in 1900. Referring to  
the appointment, the *Englishman* says:—  
"Owing, in the first instance, to his extraordi-  
nary gift of languages, Maj. Mockler was ap-  
pointed Chief of Police at Tientsin. At that  
time the settlement was overrun not only by  
riffians of every nationality, but was garrisoned  
by troops belonging to various armies, large  
numbers of whom had got quite out of hand  
owing to the excesses they had been permitted  
to indulge in on landing. Maj. (then Capt.)  
Mockler took the settlement very strongly in  
hand. He organized a police force, and pre-  
sently law-breakers found they got a very short  
shrift. For a few weeks the Chief of Police  
went in daily danger of his life. One attempt  
at assassination nearly succeeded, but in the  
course of a month or two, while the rest of  
Northern China was still in an uproar, Tien-  
tsin became a model town. The officers of  
the foreign Powers found some difficulty in  
believing that the terrible Chief of Police was  
a mere captain in the Indian Army."

## GOOD TEMPLARS "AT HOME."

Last evening, at the Soldiers and Sailors  
Home in Arden street, the officers and  
members of Cathay Lodge, I.O.G.T., were  
at home to their friends. An excellent tea  
was provided on the verandah, at 6 p.m., and was  
much enjoyed by everyone. At 7.30 Bro. J.  
Reynolds, Chief Templar, took the chair, and  
was supported by Bros. Turner and Marsden.  
The concert room was crowded out and many  
had to remain on the verandah.

The programme was of excellent quality and  
was thoroughly appreciated by all present. Mr.  
Brand, in the songs, *Mona* and *Dear Homeland*,  
proved himself a clever vocalist, and Mr. Burnett  
was very funny indeed in his comic selections  
*Burly But* and *Swat Maria*. Mr. Gribest in  
his rendering of *Give me a ticket to Heaven*  
and *Sailing Away* made a great impression.  
Messrs. Burgess and Woods proved themselves  
clever comedians and kept the audience in  
roars of laughter.  
Messrs. Cullen, Palmer, Allwork, Olive and  
McLean and Miss Bryant also contributed to  
the programme. A hearty vote of thanks was  
accorded to all who had assisted in the pro-  
gramme and, at 10 p.m., the National Anthem  
was sung bringing to a close one of the  
most successful concerts that has been held at  
the Home. Much credit is due to the com-  
mittee for the very excellent arrangements  
made for the comfort of the guests, the capital  
programme and tea.

RUMOURED LOSS OF A  
TRANSPORT.

NO OFFICIAL NEWS.

The officers and men taking part in the army  
manuvres on Salisbury Plain were very much  
concerned recently with a rumour that a British  
transport going eastward had foundered. India  
was believed to be the destination of the vessel,  
and the men on board were said to belong  
either to an Irish or the Hampshire Regiment.  
No corroboration of the statement was forth-  
coming, and a representative of the *Pall Mall*  
*Gazette*, who has been making inquiries into  
the matter, says that no news of the kind indi-  
cated had reached the Admiralty, or any other  
official source.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

THE BELLIO TERRACE  
ROBBERY.

TWO MORE ARRESTS.

The police are slowly untying the intri-  
cate skein of strange circumstances which have  
led to the arrest of some of the persons said  
to have had a hand in the recent robbery at  
Bellio Terrace, and it is hoped that, in the  
course of the next few days, further arrests will  
be effected and that the full facts of the crime  
will shortly be placed before the public. We  
reported yesterday that a carpenter of Coch-  
rane street was formally charged and remanded  
for being concerned in the robbery, and, this  
afternoon, Mr. Sercombe Smith had in the  
dock before him another carpenter and a cook,  
the former named Chan Chung, 25 years of  
age, said to belong to San Hing, and the latter,  
Lui Ngau, aged 21, a native of Shun Tak.  
They were charged, with others, not in custody,  
with stealing two silver watches, a silver chain  
and appendages, a pair of gold eye-glasses,  
gold brooch, jewel case, string of gilt beads,  
several strings of coral beads, five gold brooches,  
gold-mounted carbuncle, gold locket and chain,  
gold bracelet, four gold finger rings, and a set  
of false teeth, of the total value of \$390, and at  
the time of such robbery with wounding and  
using personal violence against Ada Maria  
Bateman, and Tung Ng, her amah, on the 16th  
September. Mr. P. P. J. Wodehouse, assistant  
superintendent of police, prosecuted, and pri-  
soners, who were not represented, pleaded not  
guilty.

Chief Detective Inspector J. W. Ha son  
gave evidence to the effect that, at about half-  
past three on the 11th inst. he saw the prisoners  
at 146, Queen's Road East in the custody  
of Chinese P. C. 350 and P. C. 137 and he took  
them over and had them removed to the central  
police station. The two men, who effected the  
arrests, were engaged elsewhere in connection  
with the case and could not be present in court  
that day.

The case was adjourned till 2.15 p.m. on the  
20th inst.

## ROBBERY IN CAUSEWAY BAY.

Yet another robbery has to be recorded in  
continuation of the series that has lately been  
perpetrated in the Colony. Shortly after nine  
o'clock last night, Kennedy's Horse Repository  
in Causeway Bay was entered by a thief, who  
succeeded in stealing a silver stop watch of the  
value of \$160 and a bank note for \$5, the property  
of the manager, Mr. G. W. Gegg. Shortly after  
nine o'clock last night, while Mrs. Gegg and  
her amah were in the bed-room a noise was  
heard out in the verandah, but believing it to be  
the dogs, of which quite a number are kept in  
the premises, no further notice was taken. Mr.  
Gegg at this time was away. On his return home  
after ten he put his coat with the watch away on  
a sofa near a window opening out to the verandah  
and retired to bed. It was not until this morning  
when Mr. Gegg went to get his coat that he missed  
it. On a search being made it was found in the  
verandah some distance away from the door. The  
coat was minus the watch and the \$5 bill from the  
pocket. The police were accordingly informed  
of the occurrence and subsequent examination  
of the premises revealed footprints on the ram-  
p-water pipe running down the verandah. It is  
believed that the thief succeeded in getting into  
the premises by this means, as it would be  
otherwise impossible for him to have got in  
without attracting notice.

## RUSSIA'S WAR PLANS.

A Berlin wire says that the Russian Govern-  
ment have decided to devote a large sum,  
estimated at 150 million roubles, to completing  
and developing their network of strategic rail-  
ways on the German and Austrian frontiers.

The programme of the Ministry of War em-  
braces 16 items for lengthening existing lines  
to the frontier, for building connecting lines  
between the main lines, and for laying double  
rails on the single rail lines.

The object which the War Department places  
before it, is to be able to throw 150 trains filled  
with men or stores in one day on the Vistula.  
At the present time the existing lines are not  
capable of more than 100 trains.

## RUSSIAN "SPOOF."

The smile with which the Celestial Govern-  
ment greeted Russia's new "conditions for the  
evacuation of Manchuria" is a little sickly  
over now. Upon a study of the map, says the  
*Times* correspondent at Peking, they doubt if,  
after all, Russia means to go, since her demands  
for landing places on the Sungari River, and  
post stations to Tsisihar seem to contemplate  
something more than appeared on the surface.  
The Japanese press, stung by China's  
unfavourable attitude in discussing the matter at  
all "while direct negotiations are pending  
between Russia and Japan," plays the  
candid friend with much gusto, and explains  
that the something more will be an arm'd  
camp in the middle of Manchuria—which is  
pretty obvious to lookers-on at a distance. If  
Japan can stiffen China's back, some other  
Powers will want to know her medical secret.  
We rather fancy that, if ever she has to do  
with Russia once for all, it will be without  
much help from the patient.—*P. M. G.*

## SHIPPING AND MAILS.

MAILS DUE.

French (*Yarrol</*



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## INTERPORT MATCH.

## HONGKONG'S BIG SCORE.

## COLLAPSE OF SHANGHAI.

Shanghai, 14th October, 3.21 p.m.

In the presence of another large gathering of people Hongkong finished their remarkable innings this morning with a brilliant total of 386, to which Lumsden had contributed 136 and Turner 88 before the drawing of stumps last evening. After a short break the visitors took the field and the Shanghai representatives opened at the wicket with Lanning and Moule. The former was unsuccessful in scoring while Turnbull, his successor, only added a single.

4.36 p.m.

The reliable bat, McEuen, was disposed of for 55, the highest score of the home eleven; while Tyack fell for four. The Lowler, Lanning, was unable to score, and the captain only succeeded in putting together 15. The two remaining men compiled five, and shortly after half-past three the Shanghai innings closed for 122. At four o'clock the home team followed on. Delightful weather prevails and a most enjoyable match is proceeding.

Full scores are as follows:—

## HONGKONG XI.

R. Hancock (Captain) .....	11
Lieut. H. W. Smith .....	27
J. T. Dixon .....	0
H. Hancock .....	9
W. C. D. Turner .....	88
Lieut. W. F. Lumsden, R.A. ....	136
H. Arthur .....	14
A. G. Ward .....	17
T. E. Pearce .....	24
Bird, not out .....	0
Extras .....	10
Total .....	386

## SHANGHAI XI.

A. E. Lanning .....	0
W. H. Moule .....	20
W. J. Turnbull .....	1
W. H. C. Weippert .....	15
K. J. McEuen .....	55
W. J. Tyack .....	4
V. H. Lanning .....	0
R. C. Farbridge (Captain) ....	15
G. M. Billings .....	4
G. C. Dew, not out .....	1
W. H. Jackson .....	0
Extras .....	7
Total .....	122

(Reuters.)

## Ministerial Appointments.

LONDON, 12th October.

The following appointments have been officially notified:—

Lord Privy Seal. Lord Salisbury

(with a seat in the Cabinet.)

Capt. Pretymann, Secretary to the Admiralty.

Mr. Bromley Davenport, Financial Secretary of War Office.

Lord Balfour. Junior Lord of the Treasury.

Marquis of Hamilton, Treasurer of the Household.

These appointments will involve bye-elections at Fareham, Chorley and Londonderry.

## The Far Eastern Squadrons.

The British Admirals of the China, Australian and East India squadrons will meet at Singapore to discuss questions of naval concentrations and strategy in the Far East.

LATER.

## Russia and Japan.

The daily supply of alarming rumours from Japan directs general attention to the Far East. All that is positively known is that Russia has taken a determined attitude about Manchuria, but there is no reason to suppose that Japan or the Powers are disposed to thwart Russia in her desire to safeguard her own peculiar interests in Manchuria, provided treaty rights are respected.

The Russian war ships *Czarevitch* and *Bayan* have arrived at Port Said en route to China.

## Admiral Sir Cyprian Bridge's Successor.

Vice-Admiral Sir Gerard Noel succeeds Admiral Sir Cyprian Bridge on the China Station.

[Vice-Admiral Sir Gerard Noel, retired, was promoted to the rank of Vice-Admiral in 1891, and was promoted to Rear-Admiral in May, 1895.]

## 127 MILES AN HOUR.

In yesterday's issue of the *Hongkong Telegraph* I find the report, that at the trials of Siemens and Halske's electrical railway near Berlin the speed of 201 kils, 127 miles (statute), was reached. No doubt this was the promised continuation of the trials, reported last year in the *Revue générale des Sciences*. Two great electrical companies were competing on the military railway from Berlin to Lassen, with motor carriages of 90 to 92 tons weight, and about 1,000 HP., constructed for a speed of 220 kils. (130.5 miles) and even more. The trials had to be abandoned on account of the insufficient strength of the road. Up to a speed of 130 kils. (80.7 miles) all went well, but at about 160 kils. (100 statute miles per hour) the rails began to bend and the passengers had a sensation as if they were shaken about on a vibrating rope.

Although Germany, with respect to the extension of railways and railway traffic, stands at the head of the European states (but a long distance behind the United States of America, which have almost as many miles of railway as the whole of Europe), there is nothing which deserves so much the (often undeservedly applied) epithet, cheap and nasty, as the permanent way, which in every respect is inferior to that of the leading railways in England, France and the United States. This miserable state of the permanent way with its light rails explains sufficiently why Germany, which turns out locomotives and other material second to none, is so piteously left behind when it comes to the speed of express trains.

In the case of this trial the rail which was of the usual German pattern—32 Kps per running meter (60 lb. per yard) bent at the speed aforementioned and further trials became impossible.

It was, however, resolved to resume the trials after the road had been improved and the rails replaced by others of a stronger type (40 Kps per mile or 75 lb. per yard). Probably also the length of the rails was augmented, for in some lines, for cheapness sake, very short rails—down to 4 meter = 13' 2" are still used up to the present day—and the result was like reported, 201 kils = 127 miles an hour.

It is difficult to form a correct idea of that speed—and it certainly wants some pluck to trust one's life to such an engine. The proverb, "quick like a storm wind," seems almost stale, for the speed of one of the most terrible storms which has been experienced for many years was measured on the anemometer as 45.6 m. per second and at some instants even 51.5 m. The anemometer at very heavy pressure is not very reliable and generally indicates a much higher velocity of the storm than is really the case. While the speed of this motor car is 56 metres (61, 18 yards = 183.5') in the second and people sitting in that train before the mentioned storm would still have experienced a slight headwind with the roar of the wind behind them.

The statement does not imply that 201 kils. was absolutely the highest speed. It would be interesting to know how much time was lost in starting and stopping this "flying Dutchman" on its wild career.

The winner in the Gordon-Bennet race was stated to have attained a speed of 140 miles per hour at some parts of his journey, which seems almost impossible, but no doubt the last flyer must have, at the supreme moment, come pretty near to that record.

The Gordon-Bennet cup reminds one, that at the present time the Germans hold the record for the ocean speed (blue ribbon of the sea, taken from the *Deutschland* by the *Kronprinz*, perhaps soon to be ceded to *Kaiser Wilhelm II.*) the automobile victory in Ireland and at last the record of electrical trains. Will John Bull, Uncle Sam and the passionate automobilist Jean le proverbialement slow and phlegmatic Mike (Michel) have that satisfaction much longer? And what will be the next record on the sea and ashore? How many necks will yet be risked—and lost—in this reckless game?

By the way, Siemens and Halske seem pretty near to solving the problem of aerial locomotion. Only put a match on the rails on the way of the 127 miles train and up it goes, sky-high. But why not have Santos Dumont on board, to land it somewhere with less noise and wrecking than a bomb from a hundred tons gun. Although these trials for the present have not had any practical consequences, the time is not far, when motor cars of little less speed will be used on several short lines. The Paris-Lyon-Mediterranean contemplates using motor cars of 17 m. length, 220 H.P. and a speed of 100 to 120 kils. (62 to 80 miles per hour) on several branch lines, a project which loses all its greatness when compared to the monorailway between Manchester and Liverpool. The distance between the two towns is 55 kils., which will be covered in 20 minutes, implying an average speed of 166.5 kils. or 103 miles in the hour, and a maximum of 180 kils. = 112 miles.

Vienna for several years has contemplated an electric railway to Buda-Pesth, with trains running 200 kils. (almost 125 miles) an hour. The monorail system evidently has a great future, as the friction on the rails is considerably reduced compared to that of the ordinary tracks with two rails.

Although the train rests only on the single carrying rail, there are, however, four other "leading" rails to prevent the flying machine from shooting into space in the wrong direction.

## RECORD.

## PARSEE-PRESIDENCY MATCH.

Mr. S. D. Setna kindly gives us the following particulars of the cricket match between the Parsees and Presidency teams:

First Innings.—The Presidency team made 97 runs, highest scored being 30 runs, next being 29, 14. The Parsees team made 35 runs. Highest being 113, next 9, 45.

Second Innings.—The Presidency made 222 runs, highest being 66 next 60.

Result.—The Parsees won the match by an innings and six runs.

## HIDDEN THIBET.

## EIGHTEEN MONTHS IN LHASSA.

JAPANESE PRIEST'S EXPERIENCES. Kawaguchi Kei-Kai is the name of the intrepid priest who set out from Japan six years ago to study the sacred Buddhist writings in Thibet, where alone, he maintains, the most valuable of these records are preserved. He penetrated to Lhasa, and entered the University of Sera, five miles distant from the Thibetan capital, intending to graduate there. Altogether, he remained a year and a half at Sera, until his real status was discovered, and he had to seek safety in instant flight. A detailed account of his adventures has just been given to the *Yi-shimpo* (the *Times*) of Tokyo and the *Mai-nichi Shimbun* (Daily News) of Osaka, and forms extremely interesting reading. Kawaguchi Kei-Kai is a profound Chinese scholar, and acquired, moreover, a competent knowledge of Thibetan from a priest who had been expelled from Lhasa, and whom he found dwelling in Loh, on the Indian and Thibetan boundary, close to the lofty D'Alagiri. For this purpose Kawaguchi resided in Loh sixteen months before attempting to enter the Forbidden Land.

## THE ROUTE FOLLOWED.

It is approximately a distance of three hundred miles from Darjiling, whence he set out via Khatmandu, traversing the entire width of Nepal, to the pass close to Mount Dwalagiri, where Kawaguchi entered the Himalayan labyrinth of rugged peaks and eternal snows. After reaching the northern slope of the range he made a journey of two hundred and thirty miles or thereabouts westward to a point beyond Manasarowar Lake, and thence, returning eastward by the Mariam-Lai Pass, he travelled at least six hundred miles, if measured in a direct line, through Mang-yul and Tsang, to Lhasa. After the secret of his nationality leaked out he had more than two hundred miles of most difficult country to pass through—chased most of the way, too—in order to attain a place of security on British territory once more at Darjiling, so that the round journey, performed almost entirely on foot, could scarcely have measured less than fourteen hundred miles. He made many short stays at places on the way notably at Shikaché, close to which town is Teshu Lumbö, the headquarters of the Second Pope, an ecclesiastic who ranks next only to the Da-Lai Lama of Lhasa himself.

The part of Thibet through which Kawaguchi made his way westward, it is believed, but little known to travellers, and it will be interesting to trace, as I hope to do later on, the points, if any, on the Japanese priest's route where he followed in the footsteps of those few explorers who have made the attempt, with more or less success, to reach Lhasa in years gone by. The visits of the Abbé Huc and of Mr. Manning, to Thibet, early in the past century, provided us with much valuable information concerning the Land of Bod, and in more recent years a deeper knowledge has been gained of the character of those almost insurmountable obstacles that are placed in the path of European visitors thereto. And it is particularly suggestive, now that Colonel Younghusband is about to journey somewhat in that direction from India, to find from Kawaguchi's narrative that whenever suspicious become aroused in Thibet to-day of the nationality of a stranger, it is always of his being a British spy that he is sure to be accused. What he has to tell us, as will be seen farther on, concerning the methods of Russia's secret agents in Lhasa, should have additional weight for us from this circumstance, as it is palpable that Great Britain is likely to have the discredit, if any should attach to the individual acts of Muscovite visitors who may force their way henceforward to the G-and Lama's capital. Kawaguchi Kei-Kai was equipped for his undertaking in a way that unquestionably must have heightened most materially his chances of success. His knowledge of Chinese literature and Buddhist lore helped him to pass as a travelling monk visiting Thibet from the Middle Kingdom, while his acquaintance with the Thibetan tongue enabled him to dispense with the service of an interpreter. But there came a day when, having found that Kawaguchi had entered at one of the colleges of the Sera University of Lamaism which was open to Thibetans, and not that set apart for those Chinese who come to Lhasa to graduate, a certain priest whom the Japanese explorer had happened to meet a year or more previously in a part of Thibet far away to the westward, accosted him in the words: "How is it that, being a Chinaman, you are not to be found among the students of your own nationality in Sera?" Kawaguchi's cleverness did not desert him. "I found that the fees in that particular college were too high for me, and therefore I was obliged to pose as a Thibetan and enter at a college in which my small means would enable me to remain." The explanation was accepted, but, as Kawaguchi quaintly remarks, he had then a double-barrelled secret to preserve. He had posed to the Thibetans as a Chinaman; he had now to pose to the Chinese as a Thibetan. When pretending to be a Chinese student he was ever in imminent danger, it might very naturally be supposed, of some real Chinaman meeting him and endeavouring to open up a conversation, but he took refuge always in the circumstance that there are vast differences of dialect in the Flowery Land, and if he could not talk Chinese well he at least could write it splendidly; as all Japanese can, so that it usually ended in his being regarded not only as a China man but a very learned Chinaman to boot.

## (To be continued.)

THE *Malay Mail* says:—Whether Sir Frank Swettenham returns to these shores or not, we believe he is marked out for an important appointment at the Colonial Office which is likely to take the form of a Permanent Under-Secretaryship for Far Eastern Colonies; or possibly a Permanent Under-Secretaryship in the Foreign Office for Far Eastern Affairs generally.

## COTTON GOODS TRADE OF MANCHURIA.

A report on the cotton goods trade of Manchuria from the United States Consul at Newchwang has recently been issued. The Consul has sent to his Government samples of goods now being introduced into that market for the first time, which, he says, are known as Ningpo native cloth, and are being manufactured and dealt with entirely by Chinese. The cloth is made from yarns spun in Chinese mills and from imported yarns. The yarns are coloured before being woven, and the colours are fast and durable. The cloth is made in pieces 20 yards long and 25 inches wide. The price of these goods at Ningpo is 3 dols. Mexican (185dols, United States) per piece. The goods are meeting with much favour, and the enterprise seems to have a most successful future. This is another substantial evidence of what China is doing in the development of cotton goods manufacturing. These samples are evidences of their ability to produce a splendid quality of goods.

The United States Consul remarks (says the *Board of Trade Journal*) that the great market for cotton goods in Manchuria is attracting the earnest attention of Russian manufacturers at Moscow. They are offering most tempting inducements to merchants in Manchuria to go to Moscow to purchase their supplies. The completion of the Siberian Railway has certainly brought a new factor into the great cotton goods trade of North China, and manufacturers must be alive to the situation and adjust their business arrangements to meet these new conditions if they wish to hold their trade. The volunteer fleet, heavily subsidised by the Russian Government, is bringing Russian goods to North China at very low freight rates, and these goods are being entered at Port Arthur and Dalny without paying any Customs duties; besides, the port charges for ships are nominal and there are no pilot charges. American goods, says the Consul, go first to Shanghai, where Customs duties and port charges, storage, and handling are paid and are then reshipped to Newchwang, where freight, pilorage, port and handling charges are again paid. These goods could be delivered direct to Dalny as cheaply as to Shanghai, if not more cheaply and thence be distributed to Tientsin and other points in North China.

Referring to the goods successfully brought from Moscow, the Consul further says that the Chinese are especially desirous of variety. They do not care to purchase the same patterns twice. They want new designs, each year. This is contrary to the general impression concerning Chinese taste, but it is very important. It is a knowledge of this and provision for it that aids the Japanese in extending their trade with the Chinese. This characteristic is only true of figured or printed goods. With plain goods the reverse is true. The Chinese become accustomed to a certain "chop," or brand, and it is most difficult to get them to change. While the Russian goods referred to are generally more expensive than American, they are making their way largely because they are fast in colour. Contracts are made for these goods delivered at Dalny or Port Arthur, where they are entered without duty. They are brought by the subsidised Russian Volunteer Fleet. The Consul is informed that this fleet bringing goods from Russia to Vladivostok, Port Arthur, and Dalny, consists of 14 steamers, with a tonnage of 48,481 tons, and is annually subsidised to the amount of 600,000 roubles (rouble = 25. 13d.).

## JELEBU MINING COMPANY.

An extraordinary general meeting of the Jelebu Mining and Trading Company, Ltd., was held in the office of the general agents, Messrs. Syme and Co., Singapore, on 9th inst. Mr. J. W. van de Stadt presided and the other present were Messrs. J. E. Romenij, R. J. Rahaman, E. G. Nathan, R. T. G. Fleming, A. Agnew, E. F. H. Edlin, G. A. Derrick, A. M. McNeil, W. N. Sims, R. W. Dunn, J. W. Haffenden, H. W. Bawa, and Sopromainiz.

The Chairman briefly explained the position of the Company and said the bank was willing to settle the matter if a syndicate was formed to take over the property and he thought such a syndicate would be formed. He moved: "That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

Mr. R. J. Rahaman seconded and the resolution was unanimously carried.

The following gentlemen were appointed liquidators:—Messrs. J. W. van de Stadt, J. Gardner, and E. Nathan.—*Straits Times*.

## BORNEO ISLANDS.

## BOUNDARY COMMISSION LIKELY TO BE APPOINTED.

A Washington wire reports that the State Department has received a protest from Great Britain against the seizure by an American warship of islands off the coast of British North Borneo.

The department has ordered an investigation to be made into the incident.

It is suggested that the British Government's communication may lead to the appointment of an Anglo-American commission to determine the boundary lines off Borneo separating the possessions of Great Britain and those of the United States. As far as can be ascertained, the controversy is not one which calls for arbitration.

The British Charge d'Affaires, who is now at Newport, gave it as his opinion that the incident was of only minor importance. Before Spain relinquished her possessions there, he said, she raised no objection to Great Britain occupying these islands, which was done only with the object of protecting commerce. He suggested that perhaps the United States would decide to police these islands herself.

## F.M.S. GOLD.

Gold production, says the official mining departmental reports, shows a falling off, the output being estimated at 18,747 ozs. in 1902 as against 25,792 ozs. in 1901; the decrease occurs both in Pahang, the only State where is any established gold mining industry, and also in Perak and Negri Sembilan, where gold is at present produced in inconsiderable amounts. The Pahang output was 17,966 ozs. The record of gold-mining in Pahang affords little matter for congratulation; three companies shut down during 1902; six were working at its close.

The Pahang output was the smallest within the last seven years with the exception of 1900; the figures are as follows:—

	OZS.
1896 .....	21,300
1897 .....	26,410
1898 .....	22,470
1899 .....	18,507
1900 .....	17,048
1901 .....	23,946
1902 .....	17,966

Of the total for 1902 14,859 ozs. were obtained from 54,830 tons of ore; the remainder was alluvial gold. About two-thirds of the total output were from the mines of the Raub Australian Gold Mining Company. The mining labour force in Pahang is estimated at 2,185 men; and engines of 950 horse-power were employed at the gold-mines during 1902.

Of the area of 110,000 acres of mining land returned as occupied in prospecting licenses; 292 applications for mining land with a total area of 8,193 acres were received during the year, and at its close there were on the books 561 applications aggregating 131,351 acres not finally dealt with; a great deal of survey work of mining land has, however, been carried out. The output of tin and tin-ore shows a slight increase. The output of gold is given as 15,833 ozs. as against 21,028 ozs. in 1901. The Collector draws a discouraging picture of the position and prospects of the gold-mining industry. The results of prospecting operation for gold at Bentong were disappointing.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

IN LONDON, Telegraphic Transfer .....	110 1/2
" Bank Bills, on demand .....	110 7/16
" Credits, 4 months' sight .....	110 11/16
" Divergent, 4 months' sight .....	110 11/16
ON BERLIN, (demand) .....	111.1.908
ON PARIS, Bank Bills, on demand .....	111.1.908
" Credits, 4 months' sight .....	111.1.908
ON NEW YORK, Bank Bills, on demand .....	2.38 3/4
" Credits, 30 days' sight .....	46
ON BOMBAY, Telegraphic Transfer .....	139 1/2
" On demand .....	139 1/2
ON SHANGHAI, Telegraphic Transfer .....	72
" Private 30 days' sight .....	nom.
ON YOKOHAMA, T.T. .....	90 1/2
Severages, Bank's Buying Rate .....	80.84
Gold Leaf 100 touch, per tael .....	57
Rar Silver .....	27 15/16

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MAIWA NEW .....	900/950
" LAST YEAR .....	960/1,000
" OLDEST .....	1,030/1,080
PATNA NEW .....	1,100
BENARES NEW .....	1,100
PERSIAN (PAPER) .....	750/850

## To-day's Advertisements.

## HONGKONG AND CHINA GAS CO., LIMITED.

## NOTICE.

THE Company invite Tenders for the purchase of the SURPLUS COKE and TAR produced at their Works at West Point and Yau-mai-ti, during the Period of One, Two, or Three Years from the 1st DECEMBER, 1903.

For Forms of Tender and further Particulars, apply to the Resident Engineer (Mr. J. McCUBBIN).

Tenders endorsed "COKE AND TAR" will be sent not later than 24th instant.

GEORGE CURRY, Local Secretary, Hongkong and China Gas Co., Limited.

Hongkong, 14th October, 1903. [1252e]

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP AND SINGAPORE.

## THE N.D.L. Steamship

"MARBURG," Captain Stern, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th October, 1903. [1254c]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN," Captain A. Beer, will be despatched as above on SATURDAY, the 24th instant.

To be followed by the Steamship "HERMISTON," Captain W. T. Bain, on or about WEDNESDAY, the 18th November.

For Freight, etc., apply to SHEWAN, TOMES & Co., General Agents, Hongkong.

Hongkong, 14th October, 1903. [1254c]

## To-day's Advertisements.

## EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 20th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 14th October, 1903. [1253e]

## VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend. Hongkong, 14th October, 1903. [1253e]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "SIKH," FROM GLASGOW, LIVERPOOL AND ANTWERP.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents. Hongkong, 14th October, 1903. [1256e]

## NORDEUTSCHER GERMAN MAIL LINE.

## HAMBURG-AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

## THE Steamship.

## "PREUSSEN," of the NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 26th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PRIAM"	On 16th October.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 19th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 30th November.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'ON & A'WERP.	"PAK LING"	On 27th October.
*MARSEILLES & LIVERPOOL	"NINGCHOW"	On 10th November.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'ON & A'WERP.	"ANTENOR"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'ON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'ON & A'WERP.	"DARDANUS"	On 5th January.
S.S. "NINGCHOW" left Victoria, B.C., on the 10th inst. for this port via Japan.		

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 2nd December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th October, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"HANGHONG"	16th October.
SHANGHAI	"KALAN"	17th "
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	17th "
MANILA	"SUNGHIANG"	21st "
WEI-HAI-WEI, CHEFOO and TIENTSIN.	"WANCHANG"	24th "
MANILA	"TAIYUAN"	26th "
COOKTOWN, THURSDAY ISLAND, VICTORIA, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	26th "
KOBE	"TSINAN"	27th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th October, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-  
to-date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 17th Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Oct., at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 10th October, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	FRIDAY, 16th Oct.
FOR TAMSUI (DIRECT)	"DAIJIN MARU"	T. Ogata	FRIDAY, 16th Oct.
FOR ANPING (DIRECT)	"MAIDZURU MARU"	K. Akashi	—
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	—

\* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa and are fitted with all modern improvements. Excellent accommodation is  
provided for first class passengers, and a duly qualified doctor is carried.All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at  
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at  
No. 8, Des Vaux Road Central.

Hongkong, 10th October, 1903.

T. ARIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20.—RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

## "KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommoda-  
tion for First Class Passengers. Ship lighted  
throughout by Electricity.  
Passage Fare, \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M. on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.  
FARE (—Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.  
The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the  
above Ports, on TUESDAY, the 20th instant,  
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 13th October, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

Ernest Bent

3,869

SATURDAY, 17th October, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

THURSDAY, 22nd October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

Hongkong, 10th October, 1903.

## FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

Captain Föck, will be despatched for the  
above Ports, on WEDNESDAY, the 21st instant,  
at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th October, 1903.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Callings at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the  
above Ports, on WEDNESDAY, the 21st instant,  
at Noon.This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.This Steamer is installed throughout with the  
Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 12th October, 1903.

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

## 司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MAN-  
ZANILLO, MEXICO AND  
SAN FRANCISCO.

THE Steamship

"CHINGWU."

Captain Parkinson, will be despatched for the  
above Ports, on WEDNESDAY, the 4th Novem-  
ber, at Noon.For Freight, apply at the Company's Office,  
No. 20, Des Vaux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 9th October, 1903.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

## "HAITAN."

Captain Roach, will be despatched for the  
above Ports, on FRIDAY, the 16th instant,  
at Daylight.

For Freight or Passage apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, 12th October, 1903.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

## "LOONGSANG."

Captain G. S. Weigall, will be despatched as  
above on FRIDAY, the 16th instant, at 4 P.M.This Steamer has Superior Accommodation  
for First Class Passengers, and is fitted through-  
out with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM TO

YOKOHAMA AND KOBE.

THE Company's Steamship

## "NIPPON."

Captain Klausberger, will leave for the above  
places on SATURDAY, the 17th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,  
Agents,

Prinze's Buildings.

Hongkong, 9th October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, CALC-  
CUTTA, COLOMBO, ADEN, SUEZ  
AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

## "FRANZ FERDINAND."

Captain Matcovich, will be despatched as above  
on WEDNESDAY, the 21st October.For Information as to Passage and Freight  
apply toSANDER, WIELER & Co.,  
Agents,

Prinze's Buildings.

Hongkong, 22nd September, 1903.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.From Malabar Coast, ex S.S. *Nawab*.Goods not cleared by the 18th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 12th October, 1903.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

## "LIGHTNING."

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.Cargo remaining on board after the 14th  
instant, at 4 P.M., will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside;  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 12th October, 1903.

## FROM HAMBURG, EMDEN AND

SINGAPORE.

THE H.A.L. Steamship

## "ARTEMISIA."

Captain Gronmeyer, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before Noon TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 19th instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th October, 1903.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Hongkong and Kowloon  
Wharf and Godown Company's Godowns  
whence and/or from the wharves delivery may  
be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undeliv-  
ered after the 20th instant will be subject to  
rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 30th  
instant, if they will not be recognised.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 13th October, 1903.

FOR SHANGHAI, YOKOHAMA  
AND KOBE.

THE N.D.L. Steamship

## "MARBURG."

Captain Stern, will be despatched for the  
above Ports, on FRIDAY, the 16th instant,  
at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 9th October, 1903.

## BRITISH INDIA



## Shipping.

## Arrivals.

Prussen, Ger. s.s., 3,278, Prehn, 14th Oct., Bremen and Sept., and Singapore 9th Oct., Mails and Gen.—M. & Co.  
Koum Maru, Jap. s.s., 1,783, Minamikawa, 14th Oct.—Mojji 9th Oct., Coal and Gen.—Chinese.  
Claverling, Br. s.s., 2,155, Barton, 14th Oct.—San Francisco 14th Sept., and Mojji 9th Oct.—C. G. S. S. Co.  
Marburg, Ger. s.s., 5,977, Stern, 14th Oct.—Singapore 9th Oct., Gen.—M. & Co.  
Hakuriku Maru, Jap. s.s., 2,300, Shirakata, 13th Oct.—Mojji 8th Oct., Coal—Samuel & Co.  
Kowloon, Ger. s.s., 1,487, Siehr, 14th Oct.—Canton 13th Oct., Gen.—S. & Co.  
E-Sang, Br. s.s., 1,127, Richard, 14th Oct.—Canton 13th Oct., Gen.—J. M. & Co.  
Sabine Rickmers, Br. s.s., 690, Nabel, 14th Oct.—Canton 13th Oct., Gen.—A. K. & Co.  
Anping Maru, Jap. s.s., 1,053, Goto, 14th Oct.—Fochow via Amoy and Swatow 13th Oct., Gen.—O. S. K.  
Hue, Fr. s.s., 703, Godard, 14th Oct.—Haiphong via Port 8th Oct., Gen.—A. R. M.  
Progress, Ger. s.s., 687, Bremer, 14th Oct.—Swatow 13th Oct., Gen.—S. & Co.  
Hanoi, Fr. s.s., 739, Merles, 14th Oct.—Haiphong via Quang-chow-wan 13th Oct., Gen.—A. R. M.  
Sikh, Br. s.s., 1,216, Rowley, 14th Oct.—Singapore 10th Oct., Railway Iroa and Gen.—H. & Co., Ltd.  
Elizabeth Rickmers, Ger. s.s., 1,018, Nebinger, 14th Oct.—Hongkong 12th Oct., Coal—A. K. & Co.  
Carl Diederichsen, Ger. s.s., 774, Schlaikier, 14th Oct.—Hoihow 13th Oct., Gen.—J. & Co.

## Clearances at the Harbour Office.

Kongnam, for Canton.  
Pak Kong, for Macao.  
Agamemnon, for Singapore.  
Athena, for Tientsin.  
Athena, for Shanghai.  
Wingchong, for Macao.  
Chow On, for Wuchow.  
Shanghai, for Shanghai.  
Hentley, for Shanghai.  
Benvenich, for Nagasaki.  
Departures.  
Oct. 14.  
Seydlitz, for Europe.  
Banan, for Kobe.  
Agamemnon, for Singapore.  
Tyr, for Canton.  
Longmoon, for Shanghai.  
Tatvan, for Swatow.  
Idonau, for Singapore.  
Preussen, for Shanghai, &c.  
Mauwang, for Sandakan.  
Meiji, for Shanghai.  
Sulberg, for Shanghai.  
Artemis, for Tientsin.  
Passengers arrive.  
Per Marburg, from Singapore—260 Chinese.  
Per Preussen, from Hongkong by Bremen—Mr. J. Thiel, from Southampton—Miss Weatherill, Miss Ida O'Brien Butler, Mr. J. D. Murphy, Mrs. J. F. Davies, and Mrs. E. Hutchison. From Genoa—Mr. J. M. Beattie, Mr. and Mrs. E. Riva, Messrs. R. Parades, S. Schmalz, and W. Wissing. From Colombo—Rev. and Mrs. Glover. From Penang—Mr. E. Sander Watson. From Singapore—Mr. H. J. M. Ellis, Mr. A. Struch, Dr. Schanger, and Dr. Davis. For Shanghai from Bremen—L. Schluditz, Miss E. Sogland, and Mrs. E. Boyken. From Antwerp—Mrs. M. Brunger. From Southampton—Mrs. O'Brien Butler, Mr. W. Gibson, Mr. A. E. Hiestersfield, Mr. and Mrs. C. Stevens, Messrs. Kelly, W. Shipway and J. Tonkin. From Genoa—Mr. von Tettenhorn, Mr. J. Bergendahl, Rev. Reichelt, Miss E. Buhig, Mrs. Nielsen, Miss Gerhardsen, Mr. and Mrs. Hertzberg, Mr. and Mrs. Bolwig, Mr. and Mrs. Rehbein. From Naples—Mr. and Mrs. Fardone, and Mr. Williamsen. From Colombo—Mr. and Mrs. J. Goldstein, Mr. and Mrs. L. Bonni, Mr. and Mrs. Tislin. From Singapore—Mr. Le Yonker and W. Litters. For Tientsin from Genoa—Messrs. A. Fruss and Grubike. For Nagasaki from Penang—Mrs. Ohissan, and Mrs. Omie Shiraian. For Kobe from Genoa—Mr. C. Decker. For Yokohama from Bremen—Miss C. Silher, and Mr. Hahn. From Southampton—Miss G. Miles Backer, Mr. and Mrs. Alcott, and Mr. R. Ackland. From Genoa—Mr. F. Woos, Miss Tripp, and Prof. F. Omari. From Naples—Mr. J. Fujino. From Port Said—Mr. Richard. From Penang The Misses Dunkin.  
Passengers departed.  
Per Konei, for Shanghai—Mr. and Mrs. S. E. Moses, Bishop of Victoria, Mrs. S. Perry, Messrs. T. Lemon, J. W. Bolles, Mrs. S. Seeley, Miss M. Hall, Mrs. S. Green, Mrs. Kussel, Messrs. R. McDermid, R. M. Smith, J. M. Yabnez, Santos Martin, M. S. Hutchison, Dr. H. M. Tolfrer, Mrs. Lawrence, Mr. F. J. Buchman, Miss Hunt, Messrs. C. B. Smith, M. E. Mitchell, and Albert Kopp. For Nagasaki—Mrs. Lockhart. For Kobe—Mr. and Mrs. H. H. Spicer. For Yokohama—Capt. R. M. Dulton, Dr. and Mrs. Edgar and family, Master Edgar, Miss Peterson, Miss Ellis and family, and Master Tilden. For San Francisco, &c.—Mr. and Mrs. J. H. Fenton, Mr. and Mrs. G. Campbell, Dr. W. H. Marice, Mr. and Mrs. L. F. Weaver, Mr. J. P. Martin, Mrs. Barracough, Dr. C. J. Hopkins, Mrs. J. M. Schmidt, Master Schmidt, Mr. E. A. McCubbin, Miss Perkins, Mrs. R. A. Giffin, Messrs. D. Alba, J. Avelino, C. Alcazar, P. Albaya, O. Aligada, R. Acosta, B. Agana, S. Apistol, J. Apuleja, A. Apulir, J. Batungbatal, F. Borja, P. Buenos, G. Baco-

Montkui, Ger. s.s., 859, Gotsche, 14th Oct.—Bangkok 1st Oct., Rice and Timber.—B. & S.  
Nashian, Br. s.s., 1,356, Stovell, 10th Oct.—Samarang 30th Sept., Sugar.—B. & Co.  
Oakley, Br. s.s., 2,456, Wilson, 16th Sept.—Mojji 10th Sept., Coals.—B. & Co.  
Onsang, Br. s.s., 1,787, Davies, 3rd Oct.—Sourabaya 16th Sept., and Chirobon 23rd, Sugar.—J. M. & Co.  
Petraich, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sourabaya 30th Sept., Sugar.—S. W. & Co.  
Phra Chula Chom Klao, Ger. s.s., 1,568, Bohn, 12th Oct.—Bangkok 17th Sept., Rice and Gen.—B. & S.  
Rijon Maru, Jap. s.s., 2,980, Pyne, 11th Oct.—Mojji 7th Oct., Gen.—N. Y. K.  
Rohilla Maru, Jap. s.s., 2,399, Bishop, 13th Oct.—Manila 10th Oct., Gen.—T. K. K.  
Ruh, Br. s.s., 1,611, Almond, 12th Oct.—Manila 10th Oct., Gen.—S. T. & Co.  
Scotsman, Br. s.s., 1,664, Mackenzie, 12th Oct.—Mojji 5th Oct., Coal.—B. & Co.  
Seward, Am. transport, 1,267, Craskey, 12th Oct.—Manila 7th Oct.  
Tai Lee, Ger. s.s., 824, Michelsen, 6th Oct.—Deli 28th Sept., Ballast—Meyer & Co.  
Teucer, Br. s.s., 1,764, Silverlock, 9th Oct.—Mojji 3rd Oct., Coal.—D. & Co., Ltd.  
Tiglav, Aust. s.s., 618, Randich, 7th Oct.—Kebau 5th Oct., Coal.—S. W. & Co.  
Tricos, Ger. s.s., 1,033, Krack, 9th Oct.—Manila 6th Oct., Ballast.—S. T. & Co.  
Tsinan, Br. s.s., 1,460, Lindbergh, 11th Oct.—Australia 10th Sept., and Manila 8th Oct., Gen.—B. & S.  
Wongkoi, Ger. s.s., 1,113, Reher, 10th Oct.—Bangkok 4th Oct., Rice and Gen.—B. & S.  
Wright, Am. transport, 571, Dahlstedt, 12th Oct.—Manila 8th Oct.

## Steamers Expected.

Vessels	From	Agents	Due
Nippon	Singapore	S. W. & Co.	Oct. 15
Hitachi Maru	Shanghai	N. Y. K.	Oct. 15
Glenroy	Singapore	McG. & G.	Oct. 17
Athenian	Japan	C. P. R. Co.	Oct. 18
Seydlitz	Singapore	M. M.	Oct. 18
Yarra	Japan	P. K. K.	Oct. 19
Hongkong	Manila	M. & Co.	Oct. 19
Indrani	Calcutta	J. M. & Co.	Oct. 19
Kunsang	Mojji	S. W. & Co.	Oct. 20
F. Ferdinand	Mojji	C. C. Co.	Oct. 22
Chingwo	Japan	C. C. Co.	Oct. 22
Emp. of India	Vancouver	C. P. R. Co.	Oct. 26
Indrapura	Portland	P. & A. Co.	Nov. 5

## Hongkong &amp; Whampoa Dock Returns.

Vessels	From	Agents	Due
On Sang	at Kowloon Dock		
U. S. A. T. Seward	"	"	"
Mathilde	"	"	"
Rohilla Maru	"	"	"
Kinshan	"	"	"
Maizuru Maru	"	"	"
Talce	"	"	"
Pembroke	"	"	"
Lillebonne	"	"	"
Gaelic	"	"	"
Tsinan	"	"	"
Bourbon	"	"	"

## Vessels in Port.

Bangkok, Ger. s.s., 1,337, Rusche, 6th Sept.—Bangkok 3th Oct., Rice.—Order.  
Benvorlich, Br. s.s., 2,164, Thompson, 13th Oct.—Singapore 7th Oct., Gen.—G. L. & Co.  
Borneo, Ger. s.s., 1,346, Muhle, 8th Oct.—Sandakan 3rd Oct., Timber and Gen.—M. & Co.  
Bourbon, Br. s.s., 997, Souche, 10th Oct.—Saigon 5th Oct., Gen.—Order.  
Brunhilde, Ger. s.s., 872, Selck, 4th Oct.—Sourabaya 23rd Sept., Sugar.—S. W. & Co.  
Daigi Maru, Jap. s.s., 846, Groves, 9th Oct.—Tamsui via Amoy and Swatow 8th Oct., Gen.—O. S. K.  
Daphne, Ger. s.s., 1,290, Schipper, 12th Oct.—Cherbon 4th Oct., Sugar.—E. A. T. Co.  
Decima, Ger. s.s., 794, Schlaikier, 5th Oct.—Sourabaya 24th Sept., Sugar.—C. & Co.  
Deuteros, Ger. s.s., 1,001, Franch, 11th Oct.—Manila 8th Oct., Ballast.—S. & Co.  
Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 29th Sept.—Vancouver, B.C. 7th Sept., and Shanghai 26th, Mails and Gen.—C. P. R. Co.  
Else, Ger. s.s., 903, Petersen, 6th Oct.—Haiphong via Pakhoi and Hoihow 3rd Oct., Gen.—J. & Co.  
Gaelic, Br. s.s., 2,691, Finch, R.N.R., 9th Oct.—San Francisco 11th Sept., Honolulu 18th, Yokohama 1st Oct., Kobe 3rd, Nagasaki 5th, and Shanghai 7th, Mails and Gen.—O. & O. S. S. Co.  
Germania, German s.s., 1,714, Bruhn, 27th Sept.—Mojji 21st Sept., Coals.—J. & Co.  
Hailong, Br. s.s., 863, Evans, 11th Oct.—Swatow 10th Oct., Gen.—D. L. & Co.  
Haitan, Br. s.s., 1,181, Roach, 13th Oct.—Fochow 9th Oct., Amoy 10th, and Swatow 12th, Gen.—D. L. & Co.  
Hansa, Ger. s.s., 1,202, Weidlich, 30th Sept.—Saigon 25th Sept., Gen.—W. & Co.  
Henley, Br. s.s., 1,469, Craggs, 13th Oct.—Antwerp and Hamburg 21st Aug., Gen.—S. W. & Co.  
Indravelli, Br. s.s., 3,152, Craven, 8th Oct.—Portland, Or. 4th Sept., Gen.—P. & A. S. Co.  
Kalgan, Br. s.s., 1,142, Speed, 11th Oct.—Chin-wan-lao 4th Oct., Coal.—B. & S.  
Kong Beng, Ger. s.s., 862, Ziegenbein, 19th Sept.—Bangkok 10th Sept., Rice and Timber.—B. & S.  
Lightning, Br. s.s., 2,122, Spence, 11th Oct.—Calcutta 26th Sept., Penang and Singapore 5th Oct., Gen.—D. S. & Co., Ltd.  
Loongsang, Br. s.s., 1,092, Weigall, 12th Oct.—Manila 9th Oct., Gen.—J. M. & Co.  
Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 7th Oct.—Bangkok via Swatow 28th Sept., Rice.—A. K. & Co.  
Maizuru Maru, Jap. s.s., 667, Akashi, 11th Oct.—Anping 7th Oct., Amoy 9th, and Swatow 10th, Gen.—O. S. K.  
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th Sept.—Bangkok 18th Sept., and Swatow 25th, Gen.—A. K. & Co.  
Mathilde, Ger. s.s., 678, Riske, 6th Oct.—Singapore 29th Sept., Rice and Planks.—J. & Co.

Mongkut, Ger. s.s., 859, Gotsche, 14th Oct.—Bangkok 1st Oct., Rice and Timber.—B. & S.  
Nashian, Br. s.s., 1,356, Stovell, 10th Oct.—Samarang 30th Sept., Sugar.—B. & Co.  
Oakley, Br. s.s., 2,456, Wilson, 16th Sept.—Mojji 10th Sept., Coals.—B. & Co.  
Onsang, Br. s.s., 1,787, Davies, 3rd Oct.—Sourabaya 16th Sept., and Chirobon 23rd, Sugar.—J. M. & Co.  
Petraich, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sourabaya 30th Sept., Sugar.—S. W. & Co.  
Phra Chula Chom Klao, Ger. s.s., 1,568, Bohn, 12th Oct.—Bangkok 17th Sept., Rice and Gen.—B. & S.  
Rijon Maru, Jap. s.s., 2,980, Pyne, 11th Oct.—Mojji 7th Oct., Gen.—N. Y. K.  
Rohilla Maru, Jap. s.s., 2,399, Bishop, 13th Oct.—Manila 10th Oct., Gen.—T. K. K.  
Ruh, Br. s.s., 1,611, Almond, 12th Oct.—Manila 10th Oct., Gen.—S. T. & Co.  
Scotsman, Br. s.s., 1,664, Mackenzie, 12th Oct.—Mojji 5th Oct., Coal.—B. & Co.  
Seward, Am. transport, 1,267, Craskey, 12th Oct.—Manila 7th Oct.  
Tai Lee, Ger. s.s., 824, Michelsen, 6th Oct.—Deli 28th Sept., Ballast—Meyer & Co.  
Teucer, Br. s.s., 1,764, Silverlock, 9th Oct.—Mojji 3rd Oct., Coal.—D. & Co., Ltd.  
Tiglav, Aust. s.s., 618, Randich, 7th Oct.—Kebau 5th Oct., Coal.—S. W. & Co.  
Tricos, Ger. s.s., 1,033, Krack, 9th Oct.—Manila 6th Oct., Ballast.—S. T. & Co.  
Tsinan, Br. s.s., 1,460, Lindbergh, 11th Oct.—Australia 10th Sept., and Manila 8th Oct., Gen.—B. & S.  
Wongkoi, Ger. s.s., 1,113, Reher, 10th Oct.—Bangkok 4th Oct., Rice and Gen.—B. & S.  
Wright, Am. transport, 571, Dahlstedt, 12th Oct.—Manila 8th Oct.

## SAILING VESSELS.

Helena Wyman, Am. bq., 1,511, Vanhon, 10th Aug.—Singapore 1st Aug., Ballast.—Master.  
Lillebonne, Am. sch., 708, Finmen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.  
Paul Rivers, Am. bq., 1,540, Whittier, 11th Oct.—Manila 3rd Oct., Ballast.—Master.  
Roanoke, Am. bq., 1,347, Ambury, 7th Sept.—Shanghai 4th Sept., Gen.—A. K. & Co.  
Rose, Br. bq., 793, Paw, 7th Oct.—Fremantle 20th Aug., Sandalwood.—S. & Co.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.  
On the 14th at 11.30 a.m. The barometer has fallen over N. China, risen over Japan, except in the SE.  
Areas of high pressure lie over Central China and NE. Japan, and a depression probably exists over Manchuria.  
Pressure remains relatively low to the SE. of Japan, and across the middle part of the China Sea and the Pacific to the E. of the Philippines.  
Fresh monsoon in the Formosa Channel, strong monsoon over the N. part of the China Sea.  
Forecast—fresh to moderate NE. winds; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

	Oct. 14th, 1903.	Bar.	Th.	Hum.	Wind	W.
Vladivostok	7 a.m.	30.04	40	88	E	2
Yokohama	6 a.m.	30.16	—	—	E	4
Hakodate	"	30.17	—	—	NE	4
Tokio	"	29.86	—	—	NW	4
Kobe	"	29.91	—	—	N	0
Nagasaki	"	30.07	—	—	N	4
Yokohama	"	30.03	—	—	NW	6
Oshima	"	30.05	—	—	NW	6
Naha	"	30.05	—	—	NE	2
Ishigaki	"	30.05	—	—	N	4
Taihouku	5 a.m.	30.12	—	—	E	2
Taihouku	"	29.98	—	—	—	0
Tainan	"	29.98	—	—	N	2
Koshu	"	29.98	—	—	NE	8
Pescadore	"	30.00	—	—	NE	10
Weihowai	9 a.m.	30.11	65	—	SW	4
Gulzaff	"	30.20	66	73	NNW	3
Sharp Peak	"	30.13	72	69	N	3
Amoy	6.30 a.m.	30.16	70	75	N	2
Swatow	9 a.m.	30.17	72	62	E	4
Canton	10 a.m.	30.11	77	62	E	4
Hongkong	"	30.08	—	—	—	—
Gap Rock	"	30.07	72	—	—	—
Macao	"	30.07	72	—	—	—
Haiphong	"	29.88	77	84	S	1
Manila	"	29.85	82	—	—	—
Bacolod	9 a.m.	29.85	82	—	—	—
Iloilo	"	29.85	84	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

## VISITORS AT THE HOTELS.

KING EDWARD.  
Carter, H. B. Molnus, A.  
Hale, Mrs. M. P. Reiber, F.  
Hawley, Miss M. Reid, Arch.  
Hawley, Miss W. Rose, Mr. and Mrs. T.  
Hawley, Mr. and Mrs. J.  
Geo. T. Schneeloch, Ralph H.  
Hawley, Mr. and Mrs. Smith, R. H.  
Geo. Hilburgh, H.  
Hilburgh, W. Story, Mr. and Mrs. Stephens, M. J. D.  
Kato, O. H. Douglas  
Kato, Capt. Talati, Mr. and Mrs. M.  
Kyohe, Mr. and Mrs. L. W. Norton  
Lacou, P. H. Vaughan, M. S.  
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Hall, E. Whitmore, R.  
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Gaskell, Mr. and Mrs. Michael, Mr. and Mrs. Sisters, (Gov. Civil Hospital)  
Harvey, Lieut. and Michael, Mr. and Mrs. Sisters, (Gov. Civil Hospital)  
Johnston, Mrs. and child. Smith, Mrs.  
Helm, W. Tulloch, Capt. & Mrs. White, Miss.  
Bug, Mrs. E.

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Condy, Mr. C. and 2. Roberts, Capt. W.  
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Clegg, Mr. and Mrs. R. E. R. and child.  
Holmes, K. F. Smith, J. A. H.  
Kennedy, G. Young, L. C.

## KOWLOON.

Kennedy, Mrs. A. Schluter, F. K.  
Lent, old, E. H. Shiba, C.  
Lundhohn, Capt. Walters, Mrs.

## THE SHARE MARKET.

Stocks.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half-year ending 30.6.1903	\$635
National Bank of China, Ltd.	\$ 2	3/4=\$1.06 for 1902	\$20 1/2
Do.		None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$492 1/2
China Traders' In. Co., Ltd.	\$ 25	16 1/2%=\$1 for year ended 30.4.1902	\$62 1/2
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902	Tls. 235 s.
Yangtze In. Association, Ltd.	\$ 60	20%=\$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	28%=\$14 per share for 1901	\$195 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$320 s.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 30.6.1903	\$12 b.
Indo-China S. N. Co., Ltd.	\$ 10	5%=\$1/2 per share for 1902	\$82
China & Manila S.S. Co., Ltd.	\$ 50	10%=\$5 per share for 1900	\$18 1/2
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 b.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12% for year ending 30.6.1903	\$26
"Shanghai" Transport & Trading Co., Ltd.	\$ 1	60 cts. 30.4.03	\$16
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£1 b.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 38
Do.	Tls. 50	Interim of 4%=\$1.200	Tls. 56 s.
Do.	Tls. 50	Interim of 3 1/2%=\$1.175	Tls. 50 s.
REFINERIES.			



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[October 9th—